

Joliet Regional Multimodal Transportation Center

A Livable, Sustainable, Transit-Friendly Future

VOA Associates Incorporated
Platinum Realty Partners
Jacob & Hefner Associates
Land Strategies Incorporated
Real Estate Counselors
International Incorporated

Presentation For:

IDOT

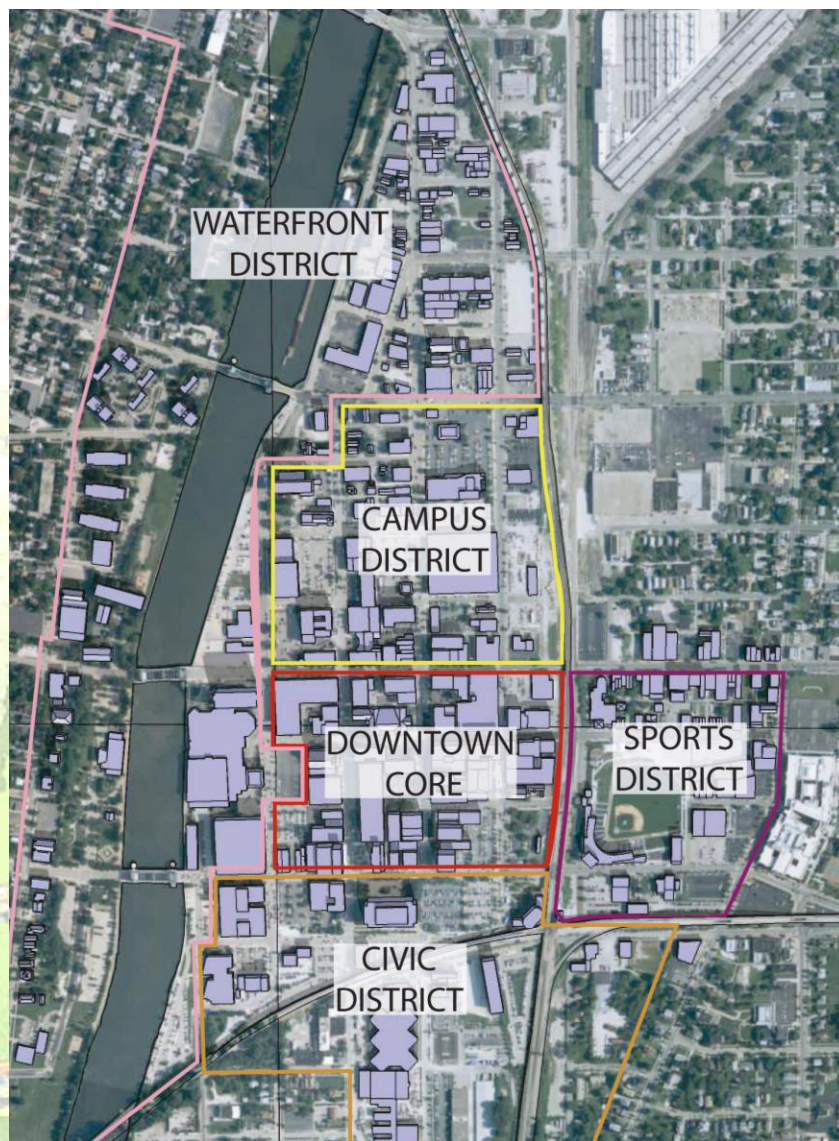
2009

FALL PLANNING CONFERENCE
BURNHAM & BEYOND

OCTOBER 14 - 16

August 10, 2009

Central Area Plan Collaboration Session Review



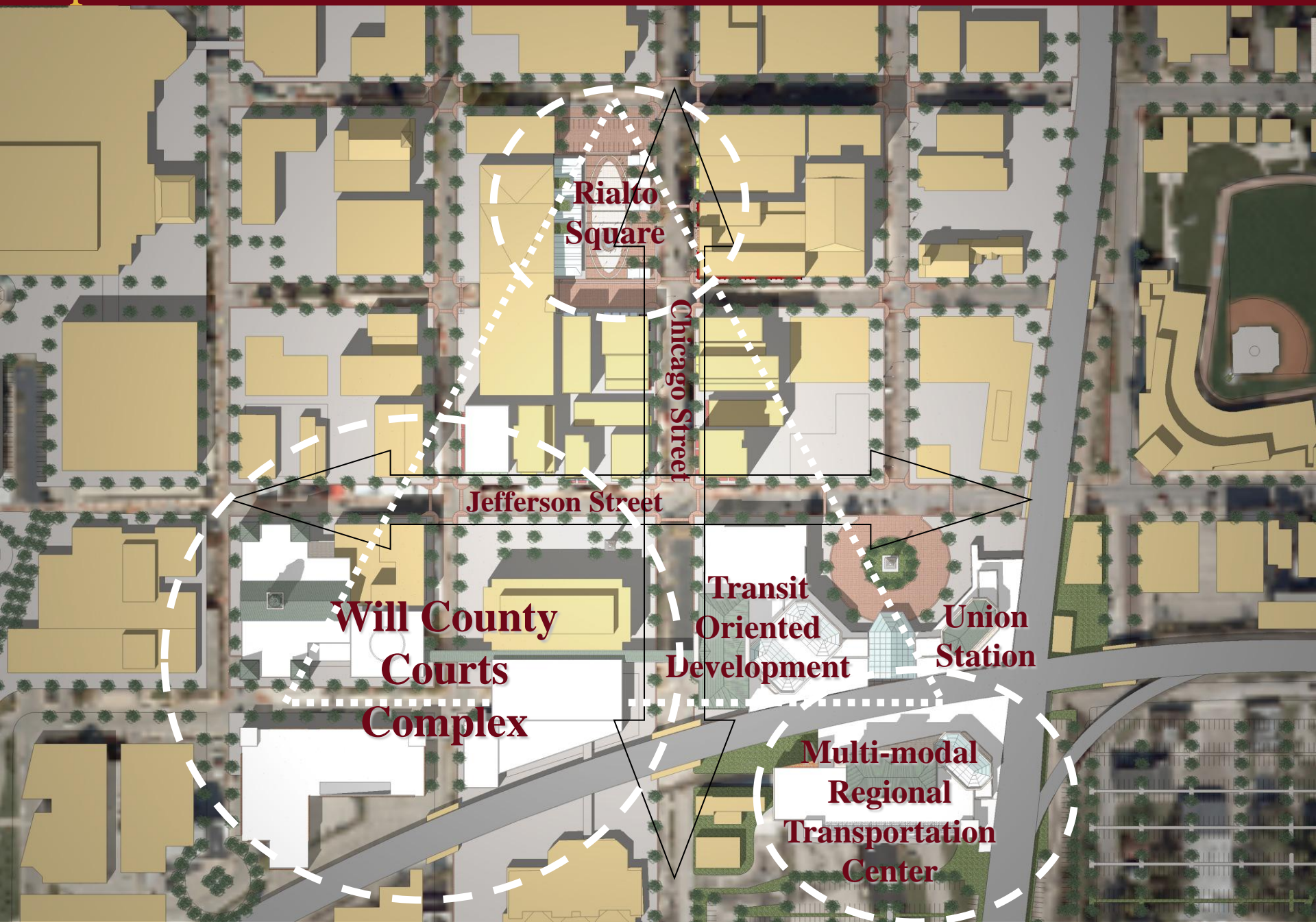
During the Planning Process meetings the following priorities were found to be common among constituent groups and focused on the quality of life in downtown Joliet :

- Promote and support Will County as the County Seat
- Define districts by building on their strengths and opportunities
- Redirect existing one-way streets to two-way
- Consolidate and provide convenient parking
- Take advantage of the River front
- Develop residential and civic destinations
- Create multi-functional space for business support and conferences
- Capitalize on key connections, relationships and entry points

Implementation Plan – Overview



Implementation – Critical Focus Area



Implementation – Will County Courts Complex



Will County – North Administrative Campus



Will County – North Administrative Campus



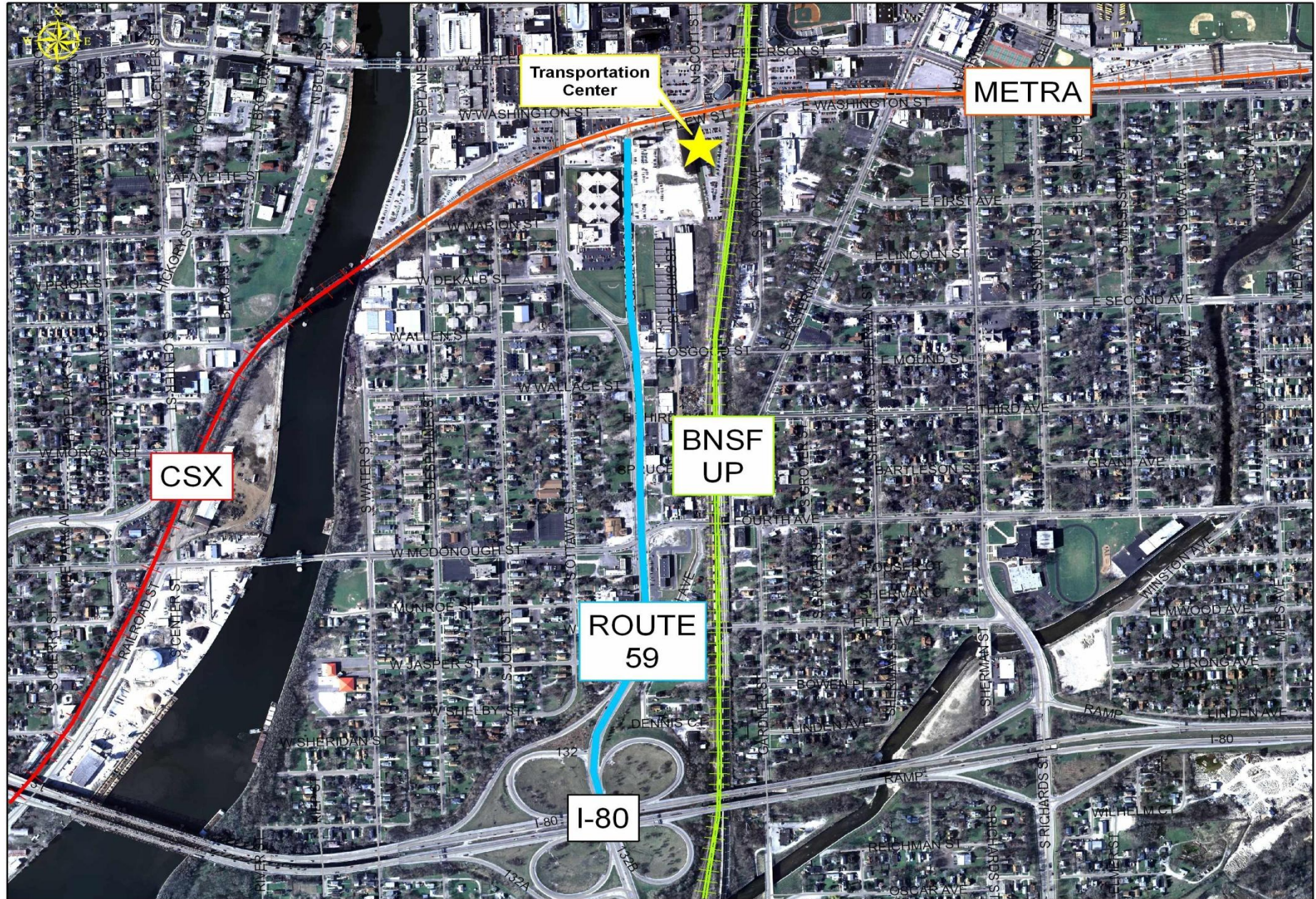
Implementation – Rialto Square



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Existing Transportation Assets



Existing Operations – Bus Staging



Pace Heritage Division Bus Layover Locations at Jefferson/Chicago & Washington/Scott

Existing Operations – Buses Competing for Curbside Space



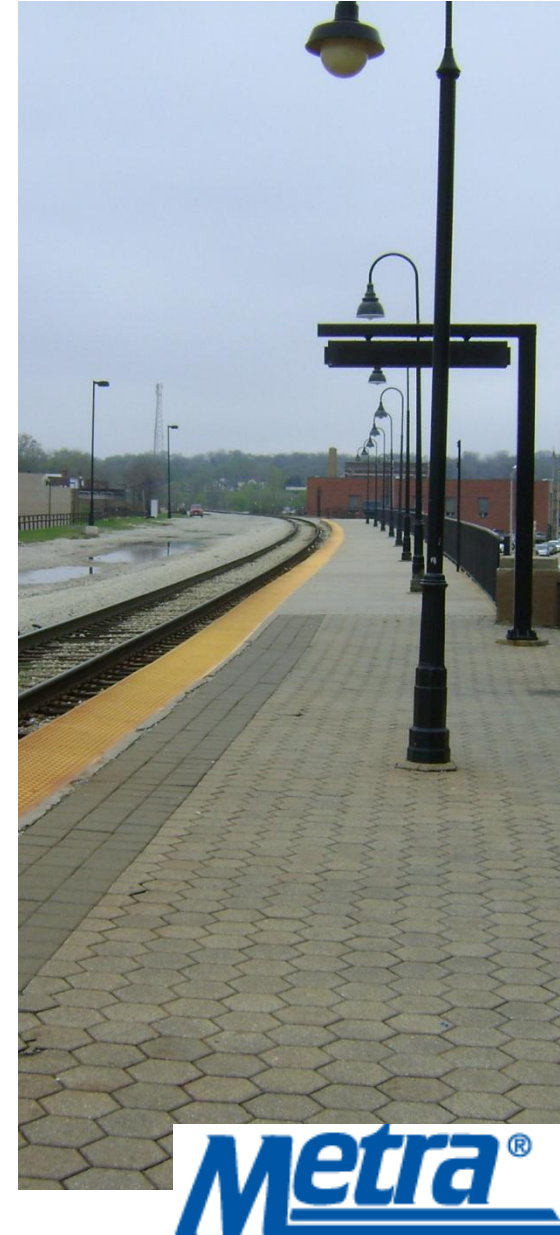
Existing Operations – BNSF

- **BNSF TransCon Line – 60 trains / day**
- **25 MPH operating speed thru UD Interlocking**
- **Potential Delays (20 min est.) for passenger train loading**
- **Continuous bituminous platform between BNSF NB (1) and SB (2) Mains**



Existing Operations – Metra

- **Rock Island – 46 trains / weekday (over 60+ train moves)**
- **6 daily freight train (CSX, Iowa Interstate)**
- **25 MPH operating speed thru UD Interlocking (RI Line)**
- **RI – 580' continuous platform west of interlocking**
- **Heritage Corridor – 6 trains / weekday (use UP Tracks) 10 MPH thru UD**
- **HC – 4 “mini” boarding pads**



Existing Operations – Amtrak

- 10 trains / day (Lincoln Service, Texas Eagle)
- 10 MPH operating speed thru UD Interlocking
- Uses UP tracks 3 & 4
- Boards passengers from 4 “mini” boarding pads
- No Checked Bags

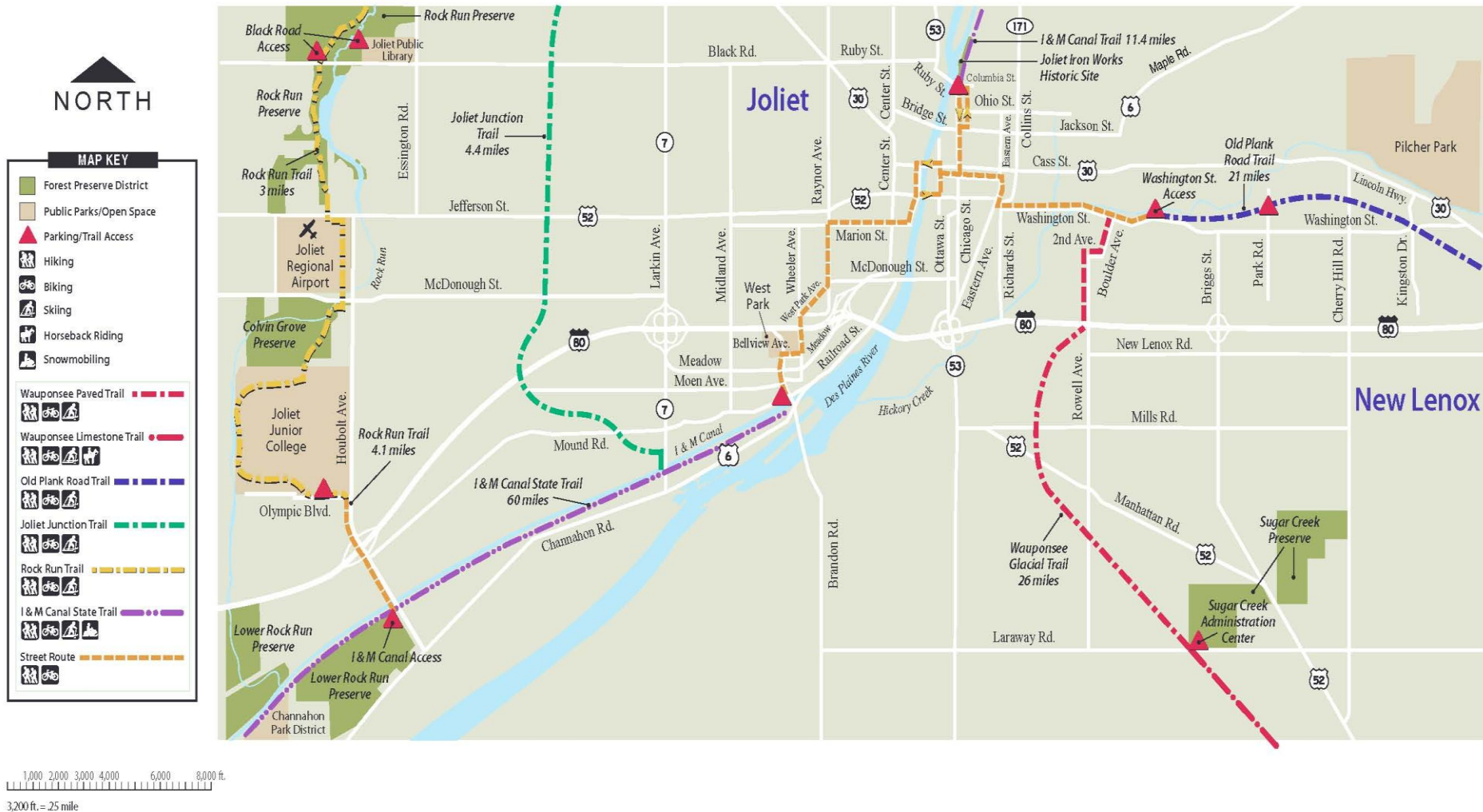


Existing Operations – UP

- 2 trains / day
- 10 MPH operating speed thru UD Interlocking
- Future traffic increase from new intermodal facility
- HSR alignment Chicago to St. Louis



Bike Trail Convergence on the Central Area



A Livable, Sustainable, Transit-Friendly Future

- The Transportation Center will be designed to serve local, regional, interstate, state and national needs.
- Existing transportation assets will be better integrated and improvements will enhance accessibility, safety, parking, and better traffic circulation for all modes of travel
- Sustainability will be a key project directive with LEED Certification as the goal.
- The Transportation Center will be anchored by a mixed-use Transit-Oriented Development.
- Adjacent neighborhoods offer significant opportunity for residential development that will be walkable to the Transportation Center.



The Low Carbon Diet



Implementation – Multi Modal Regional Transportation Center



Implementation – Multi Modal Regional Transportation Center



Implementation – Multi Modal Regional Transportation Center



THANK YOU

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